

**FY 2002/03 - 2007/08
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2002 RTIP)**

**SECTION IV
FINANCIAL PLAN**

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**FY 2002/03-2007/08
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2002 RTIP)**

SECTION IV

FINANCIAL PLAN

INTRODUCTION

This financial plan shows how the 2002 Regional Transportation Improvement Program (RTIP) will be financed in the Southern California Association of Governments (SCAG) region.

Within the SCAG region, the State has given the County Transportation Commissions (State Senate Bill 45, California Government Code 14525, 14526, 14527) responsibilities for short-range transportation programming, including the development of County Transportation Improvement Programs (CTIPs). Upon local approval of a County TIP, each county must certify to SCAG, by resolution, that it has sufficient funds to build and implement the projects in its County TIP. SCAG has received resolutions from the County Transportation Commissions for Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties, and from the Imperial Valley Associated Governments (IVAG), certifying a financially constrained program. (These resolutions are included in Appendix A.) SCAG finds the 2002 RTIP to be financially constrained, per its analysis of the 2002 RTIP and verification that each of the County TIPs is financially constrained.

BACKGROUND

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt an RTIP for the metropolitan planning area. The RTIP must include a financial plan that demonstrates how the transportation improvement program will be financed (Sections 1203, 1204, and 1308 of the Transportation Equity Act for the 21st Century [TEA-21], Public Law 105-178, 112 Statute 107, amended 23 U.S.C. 134 and 135). SCAG's 2002 RTIP fully identifies the programming of all transportation funds, including federal and state highway and transit projects over the three-year period, FY 2002/03 through FY 2004/05.¹ Local projects have been identified where federal approval may be required or where a conformity finding is necessary. Funding is identified for these local projects as well.

Additional requirements were established by the California Transportation Commission (CTC) following the passage of State Senate Bill 45 (SB 45; Chapter 622, Statutes of 1997) which eliminated numerous funding programs in favor of the creation of a Regional Improvement

¹ A significant amount of the 2002 RTIP is funded through TEA-21. The final year of TEA-21 is federal FY 2003. The RTIP assumes continuation of federal funds beyond the authorized timeframe at the California Department of Transportation's (Caltrans) estimated TEA-21 FY 2002/03 apportionment levels.

Program (RIP) and an Inter-regional Improvement Program (IIP). The objective of SB 45 is to simplify the STIP programming process, giving greater decision-making to regional and local agencies. Emphasis is placed on the demonstration that all projects and project components are fully funded prior to programming into the STIP.

SB 45 made many changes to the STIP development process and schedule. The 2002 STIP covers a five-year period, from 2002/03 to 2006/07. SCAG uses a six-year RTIP cycle for greater integration between long-range planning and short-term programming and implementation.

The RTIP is updated every two years. Normally, the cycle begins in December of odd-numbered years with the adoption of each county's projects proposed for the STIP. Each county develops a candidate list of projects to be funded by programming its county share of RIP Funds.

The California Department of Transportation (Caltrans) proposes project listings for the IIP projects and State Highway Operations and Protection Program (SHOPP) projects. The law requires the CTC to approve the STIP in April of the even-numbered years. The CTC also approves the SHOPP program in a separate action outside the STIP adoption. Projects approved by the CTC are then incorporated into the RTIP, which adds the local highway, transit, and transportation demand management and system management projects to the STIP project base.

TEA-21 and SB 45 require that the RTIP be consistent with the RTP. Also, TEA-21 and the Federal Clean Air Act Amendments of 1990 (CAAA) require that the RTIP and RTP conform to the applicable State Implementation Plans (SIPs)/Air Quality Management Plans (AQMPs) for all air basins in the SCAG region. Federal statute 23 CFR also requires SCAG to include a financial plan in the RTIP. SCAG conducted an analysis of the local federal funding programs (i.e., the Surface Transportation Program, Congestion Mitigation Air Quality Program, and Federal Transit Administration projects) as part of the federal approval process.

RELATIONSHIP WITH THE STIP

The 2002 RTIP contains the projects approved in the 2002 STIP, which was approved by the CTC at its April 4, 2002 meeting. The SCAG region's formula share of the 2002 STIP is \$1.175 billion. The 2002 STIP funding distribution by county is reflected in the following table.

Table 1
2002 STIP Formula Share for SCAG Region
(in 000's)

Formula Share	
Imperial	\$31,799
Los Angeles	\$602,827
Orange	\$181,767
Riverside	\$130,115
San Bernardino	\$169,337
Ventura	\$59,562
Total	\$1,175,407

Fiscal Year 2007/08

Projects in the STIP for FY 2007/08 are included in the 2002 RTIP to begin the environmental review process, which can take many years to complete, and to begin the necessary preliminary engineering and evaluation. They will move forward year-by-year as this work proceeds. It is during this period that there is the most possibility of project cost increases as a project is refined and costs are recalculated based on the final alternative chosen for construction. This is the primary benefit in having a six-year programming cycle and it enables the regional agency to anticipate out-year projects and ensure that all pre-construction environmental studies and major investment study requirements are met in advance of programming. While not guaranteed, STIP funds for out-year projects can reasonably be expected to be made available as long as the county that proposed the project continues its support.

TRAFFIC CONGESTION RELIEF PLAN

The Traffic Congestion Relief Plan was established by State Assembly Bill 2928 and State Senate Bill 406 in 2000 to provide a total of about \$7 billion in new funds for transportation projects through June 30, 2006. Approximately \$2 billion of the Traffic Congestion Relief Plan budget is allocated to the SCAG region. Table 2 identifies the funding programmed for fiscal years 2002/03 through 2004/05. The total funding for the Traffic Congestion Relief Plan projects programmed in FY 2002/03 – 2004/05 is \$1.4 billion.

Table 2
Traffic Congestion Relief Plan
(in 000's)

COUNTY	2002/03	2003/04	2004/05	TOTAL
Imperial	\$2,500	\$1,000		\$3,500
Los Angeles	\$359,007	\$286,693	\$263,200	\$908,900
Orange	\$166,500	\$39,730	\$25,630	\$231,860
Riverside	\$34,640	\$14,260	\$1,800	\$50,700
San Bernardino	\$63,753	\$124,030	\$32,195	\$219,978
Ventura	\$1,500		\$2,500	\$4,000
Total	\$627,900	\$465,713	\$325,325	\$1,418,938

The Traffic Congestion Relief Plan is being funded from a combination of General Fund revenues and a transfer of sales tax revenues from the sale of gasoline. Examples of projects receiving funding in the SCAG region include the Pasadena to downtown Los Angeles light rail project (i.e., the Metro Gold Line), the Alameda Corridor East in San Bernardino County, high occupancy vehicle (HOV) lanes on State Route 22 in Orange County, an additional off-ramp on State Route 101 in Ventura County, additional HOV lanes on Route 91 in Riverside County, and highway widening on State Route 98 in Imperial County.

2002 RTIP

The 2002 RTIP contains projects and programs totaling approximately \$24.7 billion over the next six years. Table 2 is a summary of fund sources categorized as federal, state, or local sources. Table 3 and its accompanying bar chart illustrate that 47.5% of the total \$24.7 billion is from federal funds, 13.4% is from state funds, and 39.1% is from local funds.

Table 3
Summary of 2002 RTIP by Funding Source
(in 000's)

FUND SOURCE	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	Total	% of Total
Federal	\$5,859,676	\$1,898,917	\$1,604,088	\$955,126	\$797,661	\$604,445	\$11,719,913	47.5%
State	1,542,905	692,026	476,951	363,655	135,814	90,725	3,302,076	13.4%
Local	4,644,883	1,382,735	1,323,779	1,377,875	680,365	247,335	9,656,972	39.1%
TOTAL	\$12,047,464	\$3,973,678	\$3,404,818	\$2,696,656	\$1,613,840	\$942,505	\$24,678,961	100.0%

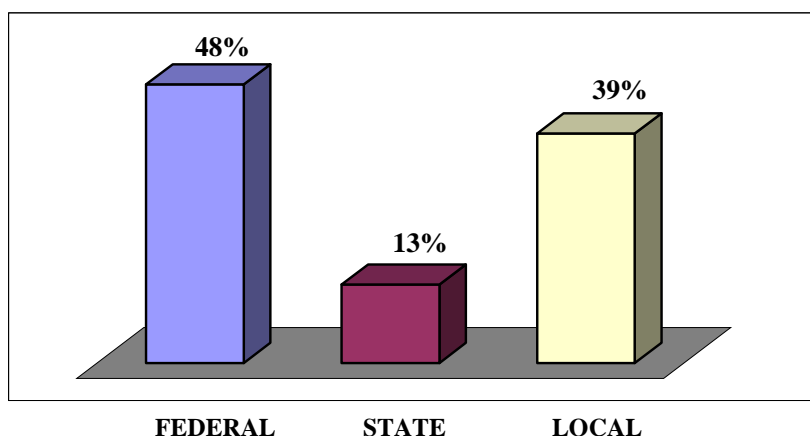
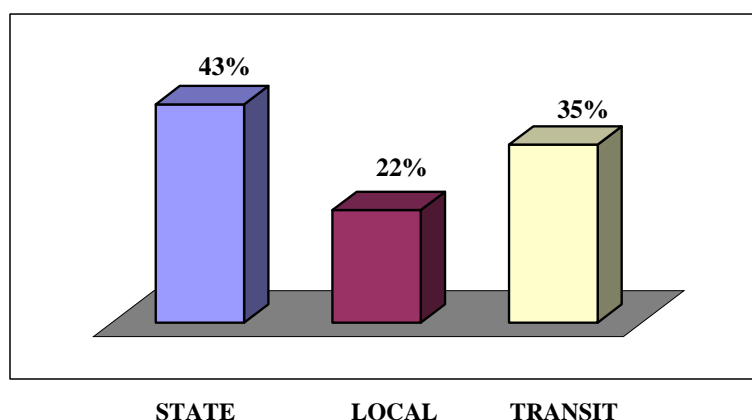


Table 4 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Table 4 and its accompanying bar chart illustrate that 42.9% of the total \$24.7 billion in the 2002 RTIP is programmed in the State Highway Program, 22.1% in the Local Highway Program, and 35% in the Transit (including rail) Program.

Table 4
Summary of 2002 RTIP by All Programs
(in 000's)

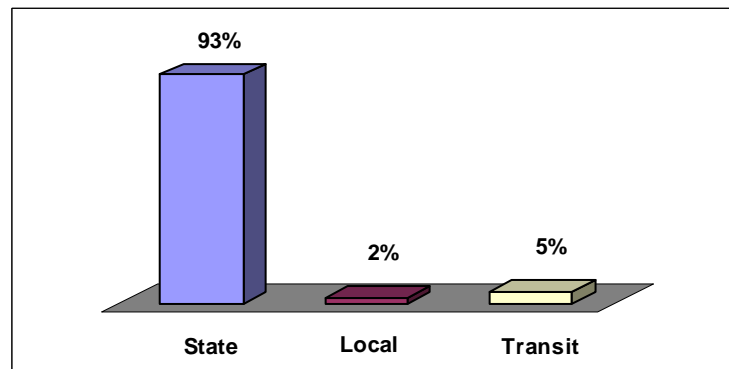
PROGRAM	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	Total	% of Total
State Hwy	\$5,472,217	\$1,767,380	\$1,604,373	\$1,015,941	\$684,249	\$42,273	\$10,586,433	42.9%
Local Hwy	3,356,764	904,872	343,338	485,428	235,555	133,346	\$5,459,303	22.1%
Transit (includes rail)	3,218,484	1,301,426	1,457,106	1,195,287	694,036	766,885	\$8,633,224	35.0%
TOTAL	\$12,047,465	\$3,973,678	\$3,404,817	\$2,696,656	\$1,613,840	\$942,504	\$24,678,961	100.0%



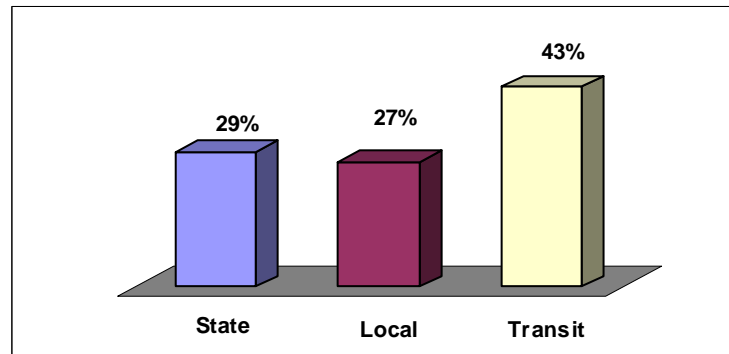
Appendix B provides a table summarizing the total \$24.7 billion by fund source (federal, state and local) by year for the six-year period of the FY 2002/03 – 2007/08 RTIP. The second column of this table denotes the State match (i.e., 20%, 8.53% or 11.47%) to federal funds where required.

The six bar charts below summarize the funds programmed in the 2002 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

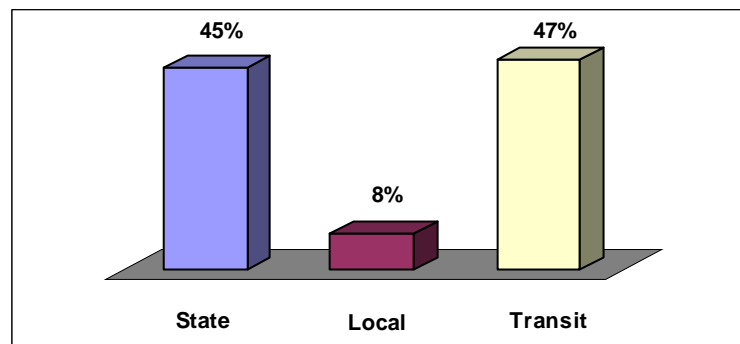
**Imperial County
Funding by Program – 2002 RTIP**



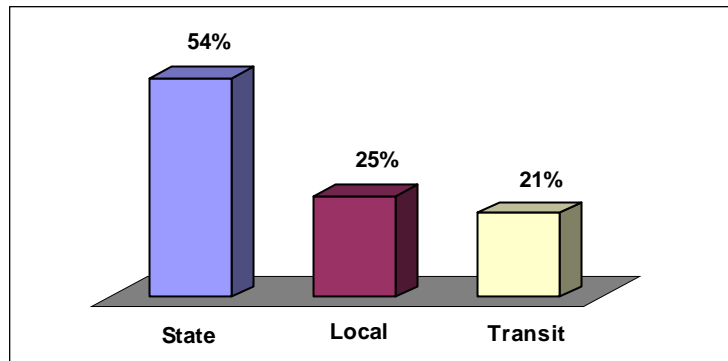
**Los Angeles County
Funding by Program – 2002 RTIP**



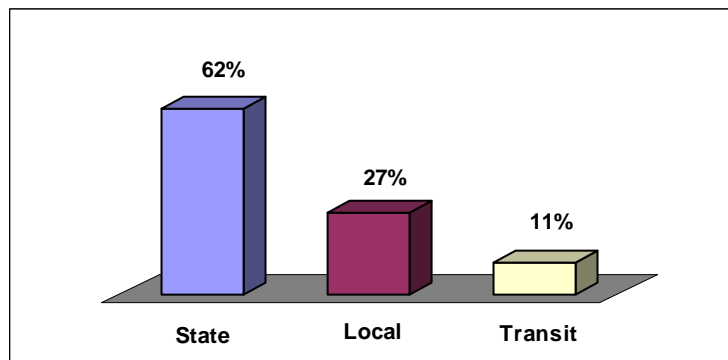
**Orange County
Funding by Program – 2002 RTIP**



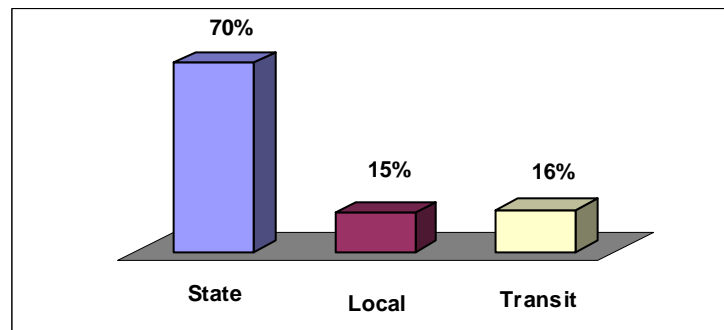
**Riverside County
Funding by Program – 2002 RTIP**



**San Bernardino County
Funding by Program – 2002 RTIP**



**Ventura County
Funding by Program – 2002 RTIP**



Tables 3 and 4 above indicate that the SCAG region is programming a significant amount of local funds and reflects the emphasis within SCAG to support projects and programs with locally generated funds. All of the counties in the SCAG region have passed local sales tax measures to support transportation programming, with the exception of Ventura and Imperial Counties. Los Angeles County has passed two sales tax measures. Currently, the majority of the region's local funds come from local sales tax measures for transportation. In the SCAG region, of the approximately \$9.6 billion in local funds, about \$2.3 billion comes from local sales tax measures for transportation in the region.

Table 5 below shows the Local Sales Tax Measures Estimate for the FY 2002/03 – 2007/08 RTIP period (as estimated by SCAG).

Table 5
Local Sales Tax Measure Estimate for the FY 2002/03 – 2007/08 RTIP
 (Projection of Funds Available from Local Sales Tax Measures for Transportation - Current dollars)

Local Sales Tax Fund								
Year	Imperial	Los Angeles		Orange	Riverside	San Bernardino	Ventura	Region Total
		Prop A	Prop C					
Tax Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.0%	
2002-2003	8,535,330	611,915,465	611,915,465	281,184,500	106,071,995	119,256,100	0	1,738,878,855
2003-2004	9,056,545	640,811,070	640,811,070	302,097,895	114,225,170	128,709,560	0	1,835,711,310
2004-2005	9,577,760	668,733,190	668,733,190	323,441,385	122,570,920	138,412,500	0	1,931,468,945
2005-2006	10,098,975	695,682,085	695,682,085	345,214,850	131,109,200	148,364,855	0	2,026,152,050
2006-2007	10,620,190	721,658,005	721,658,005	367,418,180	139,839,950	158,566,560	0	2,119,760,890
2007-2008	11,141,405	746,661,215	746,661,215	390,051,260	148,763,125	169,017,545	0	2,212,295,765
Sub Total	59,030,205	4,085,461,030	4,085,461,030	2,009,408,070	762,580,360	862,327,120	0	11,864,267,815
LTF Funds								
Year	Imperial	Los Angeles		Orange	Riverside	San Bernardino	Ventura	Region Total
Tax Rate	0.25%	0.25%		0.25%	0.25%	0.25%	0.25%	
2002-2003	4,267,665	305,957,733		140,592,250	53,035,998	59,628,050	29,249,665	592,731,360
2003-2004	4,528,273	320,405,535		151,048,948	57,112,585	64,354,780	31,476,738	628,926,858
2004-2005	4,788,880	334,366,595		161,720,693	61,285,460	69,206,250	33,754,478	665,122,355
2005-2006	5,049,488	347,841,043		172,607,425	65,554,600	74,182,428	36,082,873	701,317,855
2006-2007	5,310,095	360,829,003		183,709,090	69,919,975	79,283,280	38,461,910	737,513,353
2007-2008	5,570,703	373,330,608		195,025,630	74,381,563	84,508,773	40,891,575	773,708,850
Sub Total	29,515,103	2,042,730,515		1,004,704,035	381,290,180	431,163,560	209,917,238	4,099,320,630
Total	88,545,308	6,128,191,545		3,014,112,105	1,143,870,540	1,293,490,680	209,917,238	15,963,588,445

In addition, Table 5 also reflects estimated revenues from the Local Transportation Fund (LTF). LTF funds are derived from a ¼ percent on retail sales tax collected statewide. These funds are returned by the State Board of Equalization to each county according to the amount of tax collected in that county. SCAG estimates \$4.1 billion of LTF funds for the period of the FY 2002/03 – 2007/08 RTIP. When estimated revenues of LTF funds (\$4.1 billion) are added to estimated revenues of local sales tax measures for transportation (\$11.86 billion), the total

amount of local funds estimated is \$15.96 billion (see Table 5 above). All of the counties have programmed projects within the sales tax funds estimated to be available to them.

Appendix C provides the methodology used to predict the taxable sales by county and provides tables showing the taxable sales by county, taxable sales growth rate by county, and historical annual compound growth rates of taxable sales by county.

Following is a discussion of the various funding programs that make up the Regional Transportation Improvement Program: Congestion Mitigation and Air Quality (CMAQ), Local Surface Transportation Program (STPL), Federal Transit Administration (FTA), and the Federal Demonstration Program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

SCAG's regional CMAQ program is made up of the five county programs. (Imperial County recently became eligible for CMAQ funds, however no funds have been allocated.) Table 6 below is a county summary showing apportioned, programmed and annual carryover funds, for FY 2002/03 – 2004/05 of the CMAQ Program. The five counties have programmed a total of \$643 million in FY 2002/03 – 2004/05.

Table 6
CMAQ Program – County Summary (FY 2002/03 – 2004/05)
(current dollars)

LOS ANGELES	2002/03	2003/04	2004/05
Apportionment	\$117,801,662	\$117,801,662	\$117,801,662
Carryover	\$36,678,987	\$32,376,649	\$68,688,311
Adjustment	\$130,170,000		
Programmed	(\$252,274,000)	(\$81,490,000)	(\$54,942,000)
Balance (+ or -)	\$32,376,649	\$68,688,311	\$131,547,973
ORANGE	2002/03	2003/04	2004/05
Apportionment	\$32,096,464	\$32,096,464	\$32,096,464
Carryover	\$93,404,389	\$100,600,853	\$132,247,317
Programmed	(\$24,900,000)	(\$450,000)	(\$64,495,000)
Balance (+ or -)	\$100,600,853	\$132,247,317	\$99,848,781
RIVERSIDE	2002/03	2003/04	2004/05
Apportionment	\$15,103,691	\$15,103,691	\$15,103,691
Carryover	\$56,373,047	\$2,298,738	\$17,208,429
Programmed	(\$69,178,000)	(\$194,000)	
Balance (+ or -)	\$2,298,738	\$17,208,429	\$32,312,120
SAN BERNARDINO	2002/03	2003/04	2004/05
Apportionment	\$18,312,829	\$18,312,829	\$18,312,829
Carryover	\$64,640,488	\$38,554,317	\$39,306,146
Programmed	(\$44,399,000)	(\$17,561,000)	(\$3,251,000)
Balance (+ or -)	\$38,554,317	\$39,306,146	\$54,367,975
VENTURA	2002/03	2003/04	2004/05
Apportionment	\$6,893,036	\$6,893,036	\$6,893,036
Carryover	\$14,846,605	\$904,561	\$6,700,597
Adjustment	\$7,626,920		
Programmed	(\$28,462,000)	(\$1,097,000)	(\$74,000)
Balance (+ or -)	\$904,561	\$6,700,597	\$13,519,633

Each of the five counties has identified the match for all of the applicable projects in the RTIP, as required. Also, each of these counties has certified to SCAG that the match for these and other projects in the FY 2002/03 – 2007/08 RTIP will be available when needed.

The CMAQ program in the FY 2002/03 – 2007/08 RTIP is financially constrained, as required by the Statewide Metropolitan Planning Final Rules.² The regional CMAQ program does not exceed the annual apportionment for the SCAG region in any of the first three years of the RTIP. Each of the County Transportation Commissions has certified that it has the necessary match for each of the projects in their CMAQ program, as required by SCAG's Financial Plan Guidelines.

² ibid (page IV-1).

Local Surface Transportation Program (STPL)

All six counties in the region are also eligible for the local Surface Transportation Program (STPL). Table 7 below contains the STPL county totals for fiscal years 2002/03 – 2004/05. The six counties have programmed a total of \$661 million in FY 2002/03 – 2004/05.

Table 7
Local Surface Transportation Program – County Summary
 (current dollars)

IMPERIAL	2002/03	2003/04	2004/05
Apportionment	\$1,255,632	\$1,255,632	\$1,255,632
Carryover	\$3,118,384	\$1,184,016	\$2,439,648
Adjustment			
Programmed	(\$3,190,000)		
Balance (+ or -)	\$1,184,016	\$2,439,648	\$3,695,280
LOS ANGELES	2002/03	2003/04	2004/05
Apportionment	\$101,816,644	\$101,816,644	\$101,816,644
Carryover	\$212,939,215	\$85,808,124	\$80,448,768
Adjustment			
Programmed	(\$218,510,000)	(\$107,176,000)	(\$102,751,000)
Balance (+ or -)	\$85,808,124	\$80,448,768	\$79,514,412
ORANGE	2002/03	2003/04	2004/05
Apportionment	\$27,691,546	\$27,691,546	\$27,691,546
Carryover	\$94,770,808	\$21,177,354	\$31,230,900
Adjustment			
Programmed	(\$101,285,000)	(\$17,638,000)	(\$13,500,000)
Balance (+ or -)	\$21,177,354	\$31,230,900	\$45,422,446
RIVERSIDE	2002/03	2003/04	2004/05
Apportionment	\$13,445,259	\$13,445,259	\$13,445,259
Carryover	\$25,909,322	\$3,317,581	\$16,378,840
Adjustment			
Programmed	(\$36,037,000)	(\$384,000)	
Balance (+ or -)	\$3,317,581	\$16,378,840	\$29,824,099
SAN BERNARDINO	2002/03	2003/04	2004/05
Apportionment	\$15,189,782	\$15,189,782	\$15,189,782
Carryover	\$13,387,874	\$2,044,656	\$4,452,438
Adjustment			
Programmed	(\$26,533,000)	(\$12,782,000)	(\$1,550,000)
Balance (+ or -)	\$2,044,656	\$4,452,438	\$18,092,220
VENTURA	2002/03	2003/04	2004/05
Apportionment	\$7,685,399	\$7,685,399	\$7,685,399
Carryover	\$9,508,861	\$1,058,282	\$8,743,681
Adjustment	\$1,049,022		
Programmed	(\$17,185,000)		(\$1,200,000)
Balance (+ or -)	\$1,058,282	\$8,743,681	\$15,229,080

The local Surface Transportation Program in the FY 2002/03 – 2007/08 RTIP is financially constrained, as required by the Statewide Metropolitan Planning Final Rules, for the first three years of the RTIP³. No county has exceeded its six-year apportionment over the six years of the RTIP. Each of the County Transportation Commissions has certified to SCAG that it has the necessary match for the projects in their local Surface Transportation Program, as required by SCAG's Financial Plan Guidelines.

Federal Transit Administration (FTA) Transit Programs

FTA transit capital and operating programs for the entire SCAG region include: Section 5309(m)(1) Bus, Fixed Guideway Modernization, New Starts; Section 5307 Capital in Urbanized Areas; Section 5310 Elderly and Persons with Disabilities; and Section 5311 Capital and Operating Assistance in Non-urbanized Areas programs. All projects funded with these programs must be included in an RTIP in order to be funded by FTA.

The FTA Section 5307 and Section 5311 transit projects in the FY 2002/03 – 2007/08 RTIP are required by FTA to be in a Program-of-Projects. The Program-of-Projects depend on the urbanized area and on the population in the applicable area. The designated recipient must approve the Program-of-Projects. Finally, the projects contained in the Program-of-Projects must be approved by the appropriate County Transportation Commission and approved by SCAG, as the MPO, when the RTIP is approved each cycle.

SCAG is the designated recipient for Section 5307 funds for the Los Angeles-Long Beach-Santa Ana Urbanized Area (UZA), which is made up of the urbanized portions of Los Angeles County, Orange County, and a small portion of San Bernardino County. SCAG is also the designated recipient for the Riverside-San Bernardino UZA, made up of the urbanized areas of Riverside and San Bernardino Counties. Annual Program-of-Projects are developed by SCAG for both of these UZAs and are reflected in the FY 2002/03 – 2007/08 RTIP.

The Ventura County Transportation Commission (VCTC) is the designated recipient for the Section 5307 program for the Oxnard and Thousand Oaks UZAs in Ventura County. The projects for this county have been incorporated into the FY 2002/03 – 2007/08 RTIP.

The Governor is the designated recipient for the Section 5307 programs for most other areas that are smaller in population. The Urbanized Areas in the SCAG region in this category include Camarillo, El Centro, Hemet, Indio-Cathedral City-Palm Springs, Lancaster-Palmdale, Mission Viejo, Santa Clarita, Simi Valley, Temecula-Murrieta, and Victorville-Hesperia-Apple Valley UZAs. Each transit operator has complied with the requirements for programming Section 5307 funds.

The FTA Section 5311 transit program is limited to areas with a population of less than 50,000. The State of California administers this program. Projects are required to be approved for funding and to be programmed in an RTIP. All of the projects in the FTA Section 5311 program have complied with all of the requirements and are financially constrained to the funding available for the program.

³ *ibid* (page IV-1).

Appendix D provides the annual budgets of various major transit operators in each of the counties for the SCAG region. Each operator is allowed to estimate its transit program based on the TEA-21 guaranteed apportionment as a maximum programming amount. SCAG, in conjunction with the counties, will adjust the programmed amount if the actual apportionment is less than estimated.

As discussed above, SCAG is the designated recipient of FTA's Section 5307 funds for the Los Angeles and Riverside-San Bernardino UZAs. The Program-of-Projects for FY 2003 for these two urbanized areas are included in Section V of the Technical Appendix. The transit projects for the remainder of the SCAG region are included in the 2002 RTIP, however, their Program-of-Projects are developed by their respective designated recipients. For example, the VCTC develops the Program-of-Projects for the Thousand Oaks and Oxnard UZAs.

The FTA transit capital and operating programs in the 2002 RTIP are financially constrained, as required by 23 CFR, and as documented in the applicable Program-of-Projects. Where appropriate, each County Transportation Commission has identified the necessary match.

FTA Section 5309 Capital Investment Program

The Section 5309 Capital Investment Program is comprised of three categories described below.

- 1) Fixed Guideway Modernization: fixed guideway systems that are at least seven years old.
- 2) New Starts: includes any fixed guideway system that utilizes and occupies a separate right-of-way or rail line for the exclusive use of mass transportation and other high occupancy vehicles.
- 3) Bus: the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities.

The SCAG region receives funding for all three of the eligible FTA Section 5309 Capital Investment Program categories. Tables 8a, 8b, and 8c below contain the county totals for each of these categories for fiscal years 2002/03 – 2004/05.

Table 8a
Fixed Guideway Modernization
(in 000's)

COUNTY	2002/03	2003/04	2004/05	Total
Imperial				\$0
Los Angeles	\$56,850	\$31,800	\$33,800	\$122,450
Orange	\$10,365	\$3,766	\$3,925	\$18,056
Riverside				\$0
San Bernardino				\$0
Ventura	\$2,475	\$1,600	\$1,600	\$5,675
Total	\$69,690	\$37,166	\$39,325	\$146,181

Table 8b
New Starts
(in 000's)

COUNTY	2002/03	2003/04	2004/05	Total
Imperial				\$0
Los Angeles	\$106,472	\$70,000	\$99,300	\$275,772
Orange	\$43,846	\$15,000	\$30,000	\$88,846
Riverside	\$496			\$496
San Bernardino	\$7,284			\$7,284
Ventura				\$0
Total	\$158,098	\$85,000	\$129,300	\$372,398

Table 8c
Bus
(in 000's)

COUNTY	2002/03	2003/04	2004/05	Total
Imperial				\$0
Los Angeles	\$40,836	\$10,378	\$5,532	\$56,746
Orange	\$2,837			\$2,837
Riverside	\$2,560			\$2,560
San Bernardino	\$9,057			\$9,057
Ventura				\$0
Total	\$55,290	\$10,378	\$5,532	\$71,200

Federal Demonstration Program

TEA-21 established a new program of High Priority Projects, providing special funding for projects identified specifically by location. Funds are provided at various rates per year (i.e., between 11 percent and 19 percent) for each of the five years of TEA-21, with the sponsors permitted to accumulate funds as needed. The amount available to program for the remainder of the TEA-21 is 19 percent for FY 2003.

Table 9 below is a summary of the programming for all High Priority projects. All of the counties in the region have at least one project. The total funding for High Priority projects programmed in FY 2002/03 – 2004/05 is \$471 million.

Table 9
Federal Demonstration Program
(in 000's)

COUNTY	2002/03	2003/04	2004/05	Total
Imperial	\$6,000			\$6,000
Los Angeles	\$260,181	\$15,173	\$11,170	\$286,524
Orange	\$28,710	\$6,027		\$34,737
Riverside	\$22,307	\$4,417	\$1,260	\$27,984
San Bernardino	\$70,800	\$3,176	\$10,600	\$84,576
Ventura	\$20,298	\$10,500		\$30,798
Total	\$408,296	\$39,293	\$23,030	\$470,619

APPENDICES

Appendix A: County Resolutions

Appendix B: Regional summary of funding by fund source

- Regional Summary by Fund Source (table)
- Fund Code Descriptions

Appendix C: Sales Tax

- Methodology used to predict the taxable sales by county
- Taxable Sales by County (table)
- Taxable Sales Growth Rate by County (table)
- Historical Annual Compound Growth Rate of Taxable Sales by County (table)

Appendix D: Annual budgets of major transit operators in each county of the SCAG region

- Los Angeles County Metropolitan Transportation Authority
- Omnitrans
- Orange County Transportation Authority
- Simi Valley Transit
- South Coast Area Transit
- Southern California Regional Rail Authority

1 RESOLUTION OF THE IMPERIAL VALLEY ASSOCIATION OF
2 GOVERNMENTS (IVAG) WHICH CERTIFIES AND APPROVES
3 THE RESOURCES TO FUND THE PROJECTS IN THE
4 FY 2002/03 - 2007/08 REGIONAL TRANSPORTATION
5 IMPROVEMENT PROGRAM AND REAFFIRMS ITS
6 COMMITMENT TO ALL OF THE PROJECTS IN THE PROGRAM.

7 WHEREAS, IVAG is located within the metropolitan planning
8 boundaries of the Southern California Association of Governments;
9 and

10 WHEREAS, the Federal Transportation Equity Act (TEA-21) of
11 1997 requires the Southern California Association of Governments
12 (SCAG) to adopt a Regional Transportation Improvement Program
13 (RTIP) for the region; and

14 WHEREAS, the TEA-21 also requires that the Regional
15 Transportation Improvement Program include a financial plan that
16 demonstrates how the Regional Transportation Improvement Program
17 can be implemented; and

18 WHEREAS, IVAG was formed March, 1973 by and between the
19 County of Imperial and the Cities of Brawley, Calexico,
20 Calipatria, El Centro, Holtville, Imperial and Westmorland, to
21 provide a regional governing council; and

22 WHEREAS, IVAG is the responsible agency for short-range
23 transportation planning including all projects utilizing federal,
24 and state highway and transit funds; and

25 WHEREAS, IVAG must determine on an annual basis, the total
26 amount of funds that are available for transportation projects
27 within its boundaries; and

WHEREAS, IVAG has adopted the criteria for apportionment of
the funds; and

WHEREAS, IVAG has developed a Regional Transportation
Improvement Program for the 2002/03-2007/08 RTIP; for funding and
programming, and to allow environmental work to proceed on
approved projects; and

1 **THEREFORE, BE IT RESOLVED** that IVAG affirms its continuing
2 commitment to the projects in the FY 2002/03-2007/08 Regional
3 Transportation Improvement Program; and

4 **BE IT FURTHER RESOLVED** that the IVAG financial plan
5 identifies the resources that are reasonably **expected** to be made
6 available to carry out the program and certifies that:

7 1. The projects in the FY 2002/03 - 2007/08 RTIP are the
8 priority for funding and have an identified local match
9 as necessary; and

10 2. The STIP projects in the FY 2002/03 - 2007/08 RTIP are
11 in the proposed 2002 STIP that is scheduled to be
12 approved by the California Transportation Commission in
13 April 2002;

14 **PASSED AND ADOPTED** at a regular meeting of the Imperial
15 Valley Association of Governments, held on 24 October 2001.

16
17 IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS

18
19 BY: 

20 Councilman Larry Grogan

21 IVAG Regional Council Chairman
22
23
24
25
26
27



**RESOLUTION CERTIFYING THAT LOS ANGELES COUNTY HAS RESOURCES TO
FUND PROJECTS IN FY 2002/03-2007/08 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL
PROJECTS IN THE PROGRAM**

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended by the Transportation Equity Act for the 21st Century (TEA-21; H.R. 25 16) (1997) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the 199 1 ISTEA and TEA-2 1 also require that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for short-range capital and service planning and programming for the Los Angeles **County** area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the MTA is responsible for the developing the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the MTA must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the MTA has adopted the FY 20002/03 --2007/08 Los Angeles TIP for fiscal year, 2002/03, 2003/04 and 2004/05 for funding purposes and has adopted the TIP for fiscal years 2005/06 through 2007/08 for programming purposes and to allow environmental work on approved projects to proceed.

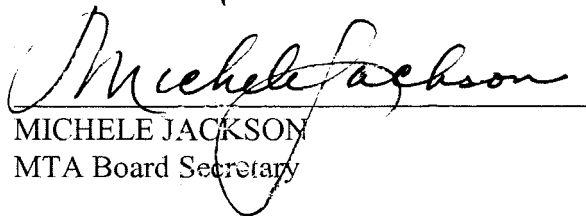
NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FY 20002/03 - 2007/08 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FY 20002/03 - 2007/08 Los Angeles County TIP Financial Plan identifies the resources which may be reasonably expected to be made available to carry out the program, and that the Board of Directors certifies to the following:

1. The projects in the FY 20002/03 - 2007/08 Los Angeles County TIP remain the highest priority for funding by the MTA;
2. All projects in the State Highways component of the FY 20002/03 - 2007/08 Los Angeles County TIP have been included in the County's proposed program of projects for inclusion in the State Transportation Improvement Program (STIP), as requested by state laws and amended by SB 45;
3. All projects in the State Highways component of the FY 20002/03 - 2007/08 Los Angeles County TIP have complete funding identified in the STIP;
4. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects in the FY 2002/03 - 2007/08 Los Angeles County TIP; and
5. Local matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held June 27, 2002.


MICHELE JACKSON
MTA Board Secretary

DATED: June 27, 2002

(SEAL)

ATTACHMENT B

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
FISCAL YEARS 2002/03 – 2007/08 TRANSPORTATION IMPROVEMENT PROGRAM**

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN FISCAL YEARS 2002/03 THROUGH 2007/08 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM,

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"); and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires SCAG to adopt a Regional Transportation Improvement Program for the metropolitan planning area; and

WHEREAS, the TEA-21 also requires that the Regional Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as the "Authority") is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Authority is responsible for the development of the Orange County Transportation improvement program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Authority must determine on an bi-annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Authority has adopted the Fiscal Year 2002/03 through 2007/08 Orange County Transportation Improvement Program for Fiscal Years 2002/03, 2003/04, and 2004/05 for funding purposes and has adopted the program for Fiscal Year 2005/06 through 2007/08 for programming purposes and to allow environmental work on approved projects to proceed:

NOW, THEREFORE, BE IT RESOLVED by the Authority that it affirms its continuing commitment to the projects in the Fiscal Year 2002/03 through 2007/08 Orange County Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Fiscal Year 2002/03 through 2007/08 Orange County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the program and certifies that:

1. All the Regional Improvement Program projects in the Fiscal Year 2002/03 through 2007/08 Authority TIP are in the 2002 State Transportation Improvement Program approved by the California Transportation Committee in April 2002 have complete funding identified in the program or the Authority finds that full funding can reasonably be anticipated to be available within the time period contemplated for the completion of each project; and
2. Orange County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the Fiscal Year 2002/03 through 2007/08 Authority TIP; and
3. The local match for projects funded with the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the RTIP and financial plan.
4. All of the Federal Transit Administration funded projects are programmed within TEA-21 Guaranteed Funding Levels.


ADOPTED, SIGNED, AND APPROVED this 30th day of May 2002.

AYES; McCracken, Silva, Withrow, Wilson, Keenan, Spitzer, Winterbottom,
Brown, Pulido, Perry, Coad

NOES:

ABSENT: Ward, Smith

ATTEST:



Olga Gonzalez
Clerk of the Board



Todd Spitzer, Chairman
Orange County Transportation Authority

OCTA Resolution No, 2002-24

RESOLUTION 02-011

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN FISCAL YEARS 2002-2003 THROUGH 2007-2008 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended by the Transportation Equity Act for the 21st Century (TEA 21; H. R. 25 16) (1997) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the 1991 ISTEA and TEA 21 also require that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission (RCTC) is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the RCTC must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FY 2002-03 through 2007-08 Riverside County TIP for FY 2002-03 through 2004-05 for funding purposes and has adopted the TIP for FY 2005-06 through 2007-08 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED by the Riverside County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2002-03 through 2007-08 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FY 2002-03 through 2007-08 Riverside County TIP Financial Plan identifies the resources which may be reasonably expected to

be made available to carry out the program, and that the RCTC certifies to the following:


1. The projects in the FY 2002-03 through 2007-08 Riverside County TIP remain the highest priority for funding by the RCTC;
2. All projects in the State Highways component of the FY 2002-03 through 2007-08 Riverside County TIP have been included in the County's proposed program of projects for inclusion in the 2002 State Transportation Improvement Program (STIP) that is scheduled to be approved by the California Transportation Commission in April 2002, and as requested by state laws and amended by SB 45;
3. All projects in the State Highways component of the FY 2002-03 through 2007-08 Riverside County TIP have complete funding for each programming phase identified in the Federal State Transportation Improvement Program (FSTIP);
4. Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects in the FY 2002-03 through 2007-08 Riverside County TIP; and
5. Local matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan; and
6. All Federal Transit Administration funded projects are programmed within Guaranteed Funding Levels.

APPROVED AND ADOPTED this 13th day of March, 2002.



John F. Tavaglione, Chairman
Riverside County Transportation Commission

ATTEST:



Naty Kopenhagen, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 02-013

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION **CERTIFYING** THAT **SAN BERNARDINO** COUNTY HAS THE **RESOURCES TO FUND** THE PROJECTS IN THE **FY 2002/2008** TRANSPORTATION IMPROVEMENT **PROGRAM** AND **AFFIRMING** ITS COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

WHEREAS, San Bernardino County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, Federal Law requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the **TEA-21** also requires that the regional transportation improvement program include a **financial** plan that demonstrates how the **transportation** improvement program can be implemented; and

WHEREAS, the San Bernardino County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the San Bernardino **County** area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the San Bernardino County Transportation Commission is responsible for the development of the San Bernardino County Transportation Improvement Program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the San Bernardino County Transportation Commission must determine, on an **annual** basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the San Bernardino County Transportation Commission has adopted the FY 2002/03-2007/08 San Bernardino County Transportation Improvement Program for FY 2002/03, 2003/04, and 2004/05 for funding purposes, and has adopted the Program for FY 2005/06 through 2007/08 for programming purposes and to allow environmental **work** on approved projects to proceed.

NOW, **THEREFORE**, BE IT RESOLVED that the San Bernardino County Transportation Commission **affirms** its continuing commitment to the projects in the FY 2002/03-2007/08 San **Bernardino** County Transportation Improvement Program; and

BE IT **FURTHER** RESOLVED, that the FY 2002/03-2007/08 San Bernardino County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the Program and certifies that:

RESOLUTION NO. **02-013**

PAGE 2

- 1) The projects in the FY 2002/03-2007/08 San Bernardino County Transportation Improvement Program remain the highest priority for funding by the Commission; and
- 2) The projects in the FY 2002/03-2007/08 San Bernardino County RTIP State Highways program have been approved by the California Transportation Commission and are in the approved 2002 State Transportation Improvement Program, as required by State law; and
- 3) All of the projects in the State Highways component of the FY 2002/03-2007/08 San Bernardino County TIP have complete **funding** identified in the Program except the projects, which will require additional funding in the 2004 STIP cycle. These projects are the County's priorities for 2002 **STIP funds**. The San Bernardino County 2002 **STIP** County Regional Share in combination with the state interregional program, STP, **CMAQ**, TEA, and other contributions identified in the Financial Plan, till include **sufficient funds** to complete these projects. Therefore, as required by TEA-21, the Commission finds that full **funding** can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the project,
- 4) San Bernardino County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to **fund** all of the projects in the FY 2002/03-2007/08 San Bernardino County TIP; and
- 5) The **local** match for projects funded with the federal STP and **CMAQ** Programs has been identified in the Financial Plan, which includes funding **out** of the 2002 **STIP**.

PASSED, APPROVED AND ADOPTED this 6th day of February, 2002.

*

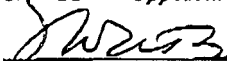
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Approved
San Bernardino Associated Governments
Board of Directors

Date: February 6, 2002

Moved: Hilkey *Second:* Bradshaw

In Favor: 28 *Opposed:* 0 *Abstained:* 0

Witnessed: 

RESOLUTION NO. 2001-11

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT VENTURA COUNTY HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FY 2002/03-2007/08 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO
IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

WHEREAS, Ventura County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FY 2002/03-2007/08 Ventura County Transportation Improvement Program for fiscal years 2002/03, 2003/04, 2004/05 for funding purposes, and has adopted the Program for fiscal years 2005/06 through 2007/08 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2002/03-2007/08 Ventura County Transportation Improvement Program; and

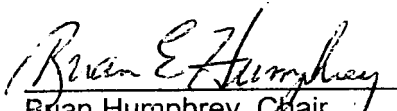
BE IT FURTHER RESOLVED, that the FY 2002/03-2007/08 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the program and certifies that:

1. The Regional Improvement Program projects in the FY 2002/03-2007/08 Ventura County TIP are in the proposed 2002 State Transportation Improvement Program

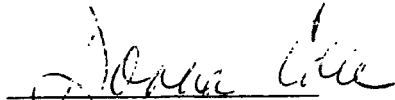
that is scheduled to be approved by the California Transportation Commission in April 2002; and

2. All of the projects in the Ventura County TIP have complete funding identified in the program.
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Management and Air Quality Program allocation to fund all of the projects in the FY 2002/03-2007/08 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
5. All the Federal Transit Administration funded projects are programmed within TEA-21 Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this seventh day of December, 2001.


Brian Humphrey, Chair

A-I-TEST:


Donna Cole, Clerk

Regional Summary by Fund Source

(in 000's)

		YEAR						
	Excludes							
FUND	State Match	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	Total
<u>FEDERAL</u>								
BR-LOCS		52,269	6,316	0	0	0	0	58,585
CM		419,213	100,792	123,212	84,172	34,234	163,681	925,304
HBRR-L	20.00%	61,195	97,227	22,070	0	0	0	180,492
I	8.53%	51,836	0	0	0	0	0	51,836
IM	11.47%	234,077	73,823	26,549	50,656	0	0	385,105
IS-LOC		0	0	0	0	0	0	0
NH	11.47%	2,292,503	798,927	738,695	192,325	235,071	0	4,257,521
NSBP		175	0	0	0	0	0	175
STP	11.47%	956,118	212,591	132,795	163,345	239,779	41,100	1,745,728
STPE		103,554	25,989	17,786	20,875	4,612	0	172,816
STPL		172,035	31,736	19,022	16,487	0	350	239,630
STPL-R		230,705	107,470	100,103	27,525	0	0	465,803
STPR		8,630	3,455	3,455	0	0	0	15,540
Total		4,582,310	1,458,326	1,183,687	555,385	513,696	205,131	8,498,535
<u>FED. MISC.</u>								
1112		9,002	0	0	0	0	0	9,002
5207		5,857	0	0	0	0	0	5,857
5394		15,744	8,500	8,720	3,016	0	0	35,980
AMTRAK		0	0	0	0	0	0	0
BIA		3,640	0	0	0	0	0	3,640
CDBG		5,420	0	0	0	0	0	5,420
DEMO		65,598	0	0	0	0	0	65,598
DEMISTE		52,094	0	0	0	0	0	52,094
DEMOT21		290,604	39,293	23,030	6,924	0	0	359,851
DOC		2,000	0	0	0	0	0	2,000
DOD		12,800	0	0	0	0	0	12,800
EDA		800	0	0	0	0	0	800
ER-LOC		6,000	2,000	0	0	0	0	8,000
FLH		1,200	370	345	0	0	0	1,915
HUD		9,231	0	0	0	0	0	9,231
PLH		3,283	4,400	0	0	0	0	7,683
Total		483,273	54,563	32,095	9,940	0	0	579,871
<u>FTA</u>								
FTA5310		7,065	400	400	0	0	0	7,865
FTA5311		2,319	1,074	822	583	0	0	4,798
FTA 5313		40				0	0	40
FTA3037		0	0	0	0	0	0	0
FTA5309-FG		69,690	37,166	39,325	39,882	30,245	0	216,308
FTA5309-NR		158,098	85,000	129,300	174,300	219,000	398,300	1,163,998
FTA5309-BUS		55,290	10,378	5,532	7,999	32	0	79,231
FTA5307		501,556	251,929	212,846	166,917	34,687	1,014	1,168,949
FTA5307-OP		36	79	82	120	0	0	317
Total		794,094	386,026	388,307	389,801	283,964	399,314	2,641,506

Regional Summary by Fund Source

(in 000's)

YEAR								
FUND	Excludes							Total
	State Match	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	
<u>STATE</u>								
BOND		0	0	0	0	0	0	0
MATCH		471,352	164,925	121,868	52,644	61,522	5,325	877,636
ST-CASH		282,914	50,902	19,602	37,575	4,763	0	395,756
TCR-L		306,220	299,630	279,695	220,300	58,300	55,400	1,219,545
TCR-S		321,680	166,083	45,630	41,230	11,110	0	585,733
<u>TPD</u>		14,903	0	0	0	0	0	14,903
Total		1,397,069	681,540	466,795	351,749	135,695	60,725	3,093,573
<u>STATE MISC.</u>								
AB2766		7,823	2,759	2,075	2,075	0	0	14,732
CMOYER		973	0	0	0	0		973
ER-STATE		1,971	0	0	0	0		1,971
P116		42,459	0	0	0	0	30,000	72,459
SLP		0	25	0	0	0	0	25
S-PARK		10,000	0	0	0	0	0	10,000
STA-PUC		3,263	850	0	4,150	0	0	8,263
STAL-S		5,000	0	0	0	0	0	5,000
STA		74,204	6,854	8,080	5,680	120	0	94,938
<u>UNIV</u>		142	0	0	0	0	0	142
Total		145,835	10,488	10,155	11,905	120	30,000	208,503
<u>LOCAL</u>								
AGENCY		46,968	19,246	11,260	16,114	8,789	0	102,377
AIR		1,125	25	25	25	0	0	1,200
BENEFIT		36,022	0	0	5,400	0	0	41,422
BONDL		12,601	9,630	0	3,203	0	0	25,434
CITY		717,325	349,632	218,989	292,610	154,500	135,689	1,868,745
CO		108,920	54,983	39,835	15,195	12,398	70	231,401
DEV FEE		26,361	7,340	8,767	22,922	10,600	19,814	95,804
FARE		166,145	52,652	23,940	15,756	0	0	258,493
FEE		40,021	13,650	5,170	105,495	22,354	7,110	193,800
GEN		15,325	0	0	0	0	0	15,325
INV		0	0	0	0	0	0	0
LTF		495,830	127,420	33,752	13,825	18,010	100	688,937
MELLO		0	4,560	0	0	8,000	0	12,560
ORA-BCK		9,343	255	0	0	0	0	9,598
ORA-FW		149,000	96,500	97,000	9,500	0	0	352,000
ORA-GM		10,323	1,259	50	0	200	0	11,832
ORA-IIP		9,270	3,657	0	0	0	0	12,927
ORA-PAH		13,490	2,000	0	0	0	0	15,490
ORA-RIP		21,574	9,668	0	0	0	0	31,242
ORA-SIP		2,363	544	0	0	0	0	2,907
ORA-SSP		44,901	4,826	4,976	2,834	3,205	984	61,726
ORA-TDM		884	0	0	0	0	0	884
<u>LOCAL (Con't)</u>								
ORA-TRN		69,488	8,898	27,754	28,754	11,664	53,513	200,071
P-TAX		0	0	0	0	0	0	0
PC		107,714	32,210	28,757	11,484	11,932	0	192,097

Regional Summary by Fund Source

(in 000's)

FUND	YEAR							Total
	Excludes State Match	2002/2003	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	
PC10		70,177	4,919	5,098	9,931	5,890	1,799	97,814
PC20		17,207	152	2,914	1,241	630	0	22,144
PC25		347,516	86,753	114,859	48,478	16,354	0	613,960
PC40		36,579	9,628	8,907	0	0	0	55,114
PC5		2,050	0	0	0	0	0	2,050
PORT		883,351	17,362	2,145	3,191	0	0	906,049
PROPA		117,258	30,545	5,476	3,317	5,600	19,500	181,696
PROPALR		93,985	5,179	125	0	0	0	99,289
PVT		144,940	20,534	294,768	388,652	110,074	300	959,268
RED		9,720	19,240	10,000	24,242	21,560	4,150	88,912
TDA		290,884	217,235	239,908	241,746	255,954	253	1,245,980
TDA3		4,220	735	0	0	0	0	4,955
TDA4		259,292	122,741	105,398	95,528	1,908	1,900	586,767
TDA45		0	0	0	0	0	0	0
TDA8		110	0	0	20	0	0	130
TRA FEE		1,120	0	0	0	0	0	1,120
XORA		1,000	0	0	0	0	0	1,000
XRIV		86,133	11,688	15,638	3,420	0	0	116,879
<u>XSBD</u>		174,348	37,069	18,268	14,992	743	2,153	247,573
Total		4,644,883	1,382,735	1,323,779	1,377,875	680,365	247,335	9,656,972
GRAND TOTAL		12,058,635	3,966,336	3,400,989	2,696,655	1,613,840	942,505	24,678,960

Fund Code Descriptions for Fund Sources

FUND	DESCRIPTION
<u>FEDERAL</u>	
BR-LOCS	Bridge - Local Seismic
CM	Congestion Mitigation Air Quality
HBRR-L	Bridge
I	Interstate
IM	Interstate Maintenance
IS-LOC	Substitution Local
NH	National Highway System
NSBP	Nat'l Scenic Byways Program
STP	Surface Transportation Program
STPE	STP Enhancement
STPL	STP Local
STPL-R	STP Local Regional
STPR	STP Railroad
<u>FED. MISC.</u>	
1112	Recreational Trails
5207	Intelligent Transportation System
5394	Rogan HR
AMTRAK	AMTRAK
BIA	Bureau of Indian Aff.
CDBG	Community Development Block Grant
DEMO	Demonstration - Pre ISTEA
DEMISTE	Demonstration - ISTEA
DEMOT21	Demonstration - Tea 21
DOC	Department of Commerce
DOD	Defense Funds
EDA	EDA Grant
ER-LOC	Emergency Repair - Local
FLH	Forest HWY
HUD	Housing & Urban Dev.
PLH	Public Land Hwys
<u>FTA</u>	
FTA5310	FTA Elderly/Disabled
FTA5311	FTA Rural
FTA5313	FTA State Planning and Research Programs
FTA3037	FTA Metropolitan Planning Program
FTA5309-FG	FTA Fixed Guideway
FTA5309-NR	FTA New Rail Starts
FTA5309-BUS	FTA Bus Discretionary
FTA5307	FTA UZA Area
FTA5307-OP	FTA UZA Operating

Fund Code Descriptions for Fund Sources

<u>STATE</u>	
BOND	Bond
MATCH	State Match
ST-CASH	State
TCR-L	Traffic Congestion Relief Fund - Local
TCR-S	Traffic Congestion Relief Fund - State
TPD	Transportation Planning & Development
<u>STATE MISC.</u>	
AB2766	State AB2766
CMOYER	Carl Moyer - CARB Grant Funds
ER-STATE	Emergency Repair - State
P116	Proposition 116
SLP	State Local Partnership
S-PARK	State Park Funds
STA-PUC	State PUC
STAL-S	State Legislature - State
STA	State Transit Assistance
UNIV	State University
<u>LOCAL</u>	
AGENCY	Agency
AIR	Air Board
BENEFIT	Benefit Assessment District
BONDL	Bonds Local
CITY	City Funds
CO	County
DEV FEE	Developer Fees
FARE	Fares
FEE	Fees
GEN	General Funds - Locally Generated
INV	Investment Income
LTF	Local Transportation
MELLO	Mello Roos
ORA-BCK	Orange County Measure M - Turnback
ORA-FW	Orange County Measure M - Freeway
ORA-GM	Orange County Measure M - GMA
ORA-IIP	Orange County Measure M - IIP
ORA-PAH	Orange County Measure M - MPAH
ORA-RIP	Orange County Measure M - Reg I/C
ORA-SIP	Orange County Measure M- Signals
ORA-SSP	Orange County Measure M - SMARTST
ORA-TDM	Orange County Measure M - TDM
ORA-TRN	Orange County Measure M - Transit
P-TAX	Property Tax
PC	Los Angeles County Proposition "C"
PC10	Los Angeles County Proposition "C10"
PC20	Los Angeles County Proposition "C20"
PC25	Los Angeles County Proposition "C25"
PC40	Los Angeles County Proposition "C40"

Fund Code Descriptions for Fund Sources

<u>LOCAL (Con't)</u>	
PC5	Los Angeles County Proposition "C5"
PORT	Port Funds
PROPA	Los Angeles County Proposition "A"
PROPALR	Los Angeles County Proposition "A" Local
PVT	Private
RED	Redevelopment Funds
TDA	Transportation Development Act
TDA3	TDA Article 3
TDA4	TDA Article 4
TDA45	TDA Article 4.5
TDA8	TDA Article 8
TRA FEE	Traffic Impact Fees
XORA	Orange County Measure M
XRIV	Riverside County Sales Tax
XSBD	San Bernardino County Measure I

Methodology Used to Predict the Taxable Sales by County

Method to Predict Taxable Sales by County:

$$TS(C, Y) = ScagTS(Y) * Share(C, Y)$$

where

TS (C, Y): Taxable sales of county C, forecast year Y

ScagTS (Y): Taxable sales of SCAG region, forecast year Y

Share (C, Y): Taxable sales share of county C to SCAG region, forecast Y

Forecast SCAG Taxable Sales

ScagTS (Y): forecast SCAG taxable sales is calculated based on a regression analysis, using historical data from 1972 to 1999) on the region's taxable sales, population, and employment.

Regression Model

$$ScagTS(Y) = a + b * population + c * employment$$

* Coefficients: use upper bound of 95% confidence level

Forecast Taxable Sales of County to SCAG Region

Share (C, Y): forecast taxable sales share of each county to SCAG region based on a simple time-series regression analysis.

Regression Model

$$Share(C, Y) = a + b * (forecast year Y)$$

Sales Tax Information by County

Taxable Sales by County (Thousands of Current Dollars)

	Year	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG
Actual	1989	869,648	77,706,166	27,420,542	8,796,359	10,662,647	5,443,339	130,898,701
	1990	897,107	80,285,389	27,767,317	9,522,631	11,269,631	5,647,007	135,389,082
	1991	919,869	75,417,049	26,474,932	8,911,121	11,070,342	5,397,738	128,191,051
	1992	996,495	74,655,812	26,524,266	9,227,433	11,188,389	5,505,275	128,097,670
	1993	1,045,757	73,000,967	26,837,111	9,275,276	11,131,798	5,517,039	126,807,948
	1994	1,041,052	76,898,666	28,276,259	9,814,533	11,843,465	6,026,201	133,900,176
	1995	980,170	79,068,162	29,946,531	10,320,618	12,482,309	6,245,832	139,043,703
	1996	1,012,588	82,620,919	32,533,206	11,138,861	13,126,523	6,544,583	146,976,680
	1997	1,051,327	86,397,850	34,921,357	11,972,371	14,005,016	7,042,659	155,390,580
	1998	1,105,405	90,205,600	37,108,350	13,140,854	15,002,297	7,470,934	164,033,440
	1999	1,293,324	97,316,828	40,366,090	15,076,945	16,787,378	8,339,182	179,179,747
Forecast	1999-00	1,394,337	103,877,025	44,205,200	16,553,689	18,478,656	9,149,038	193,657,946
	2000-01	1,498,580	110,240,550	48,129,687	18,068,717	20,219,579	9,979,032	208,136,146
	2001-02	1,602,823	116,409,222	52,140,262	19,622,290	22,010,438	10,829,310	222,614,345
	2002-03	1,707,066	122,383,093	56,236,900	21,214,399	23,851,220	11,699,866	237,092,544
	2003-04	1,811,309	128,162,214	60,419,579	22,845,034	25,741,912	12,590,695	251,570,744
	2004-05	1,915,552	133,746,638	64,688,277	24,514,184	27,682,500	13,501,791	266,048,943
	2006-06	2,019,795	139,136,417	69,042,970	26,221,840	29,672,971	14,433,149	280,527,142
	2006-07	2,124,038	144,331,601	73,483,636	27,967,990	31,713,312	15,384,764	295,005,342
	2007-08	2,228,281	149,332,243	78,010,252	29,752,625	33,803,509	16,356,630	309,483,541

Taxable Sales Growth Rates by County

	Year	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG
Actual	1990	3.16%	3.32%	1.26%	8.26%	5.69%	3.74%	3.43%
	1991	2.54%	-6.06%	-4.65%	-6.42%	-1.77%	-4.41%	-5.32%
	1992	8.33%	-1.01%	0.19%	3.55%	1.07%	1.99%	-0.07%
	1993	4.94%	-2.22%	1.18%	0.52%	-0.51%	0.21%	-1.01%
	1994	-0.45%	5.34%	5.36%	5.81%	6.39%	9.23%	5.59%
	1995	-5.85%	2.82%	5.91%	5.16%	5.39%	3.64%	3.84%
	1996	3.31%	4.49%	8.64%	7.93%	5.16%	4.78%	5.71%
	1997	3.83%	4.57%	7.34%	7.48%	6.69%	7.61%	5.72%
	1998	5.14%	4.41%	6.26%	9.76%	7.12%	6.08%	5.56%
	1999	17.00%	7.88%	8.78%	14.73%	11.90%	11.62%	9.23%
Forecast	1999-00	7.81%	6.74%	9.51%	9.79%	10.07%	9.71%	8.08%
	2000-01	7.48%	6.13%	8.88%	9.15%	9.42%	9.07%	7.48%
	2001-02	6.96%	5.60%	8.33%	8.60%	8.86%	8.52%	6.96%
	2002-03	6.50%	5.13%	7.86%	8.11%	8.36%	8.04%	6.50%
	2003-04	6.11%	4.72%	7.44%	7.69%	7.93%	7.61%	6.11%
	2004-05	5.76%	4.36%	7.07%	7.31%	7.54%	7.24%	5.76%
	2006-06	5.44%	4.03%	6.73%	6.97%	7.19%	6.90%	5.44%
	2006-07	5.16%	3.73%	6.43%	6.66%	6.88%	6.59%	5.16%
	2007-08	4.91%	3.46%	6.16%	6.38%	6.59%	6.32%	4.91%

Historical Annual Compound Rates of Taxable Sales by County

Year	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG
1972-98	6.94%	6.22%	9.02%	9.94%	9.34%	9.04%	7.30%
1980-98	4.25%	3.85%	6.15%	8.03%	7.36%	6.52%	4.95%
1990-98	2.64%	1.47%	3.69%	4.11%	3.64%	3.56%	2.43%
1980-90	5.54%	5.81%	8.17%	11.27%	10.44%	8.94%	7.02%
1998-99	17.00%	7.88%	8.78%	14.73%	11.90%	11.62%	9.23%

**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

Total Revenue By Source (in millions)	FY02 Adopted	FY03 Adopted
<i>Operating Revenue</i>		
Passenger Fares	\$ 243.3	\$ 252.1
Advertising	13.9	13.6
Other System Generated	13.3	12.0
Federal/State Funds	112.2	94.3
Sales Tax Revenue	1,382.9	1,379.8
Intergovernmental	87.1	96.0
Investment Income	33.9	27.8
Licenses & Fines	6.1	6.1
Lease & Rental	12.0	10.2
Sales/leaseback	10.0	5.0
Other	38.4	37.9
Carryover balances	116.5	152.5
Total Operating Revenue	\$ 2,069.6	\$ 2,087.3
<i>Capital Revenue</i>		
Section 5309 New Starts	\$ 49.6	\$ 81.8
Section 5307	65.2	67.3
CMAQ	175.1	59.6
Fixed Guideways	21.9	37.1
Traffic Congestion Relief Program (TCRP)	62.4	96.5
Prop A Rail Bonds	50.8	21.5
Prop C 25% Bonds	23.0	33.4
Prop C 40% Bonds	82.9	4.9
STIP	41.7	-
L.A. City	19.9	7.0
STP/Highway/Other	11.2	12.0
Carryover balances	51.6	90.2
Total Capital Revenue	\$ 655.3	\$ 511.3
Total Revenue	\$ 2,724.9	\$ 2,598.6

Operating & Capital Budget (in 000's)	FY02 Adopted	FY03 Adopted
Contract Wages	\$ 316,902	\$ 333,033
Non-Contract Wages	89,614	92,809
Fringe Benefits	263,418	290,892
Professional & Technical	193,736	168,613
Contract Services	134,547	148,166
Purchased Transportation	37,121	37,369
Fuels & Lubricants/Utilities	65,718	50,729
Materials and Supplies	84,598	77,093
Casualty & Liability	39,471	38,659
Debt/Interest	336,124	319,209
Acquisitions	449,790	318,318
Subsidies	679,035	703,074
Other	34,790	20,647
Total Operating & Capital Budget	\$ 2,724,864	\$ 2,598,611

**Omnitrans
Operating and Capital Budget
Fiscal Year 2003**

Other Operating Revenue	
LTF	\$35,837,853
Fare Revenue/Measure I Subsidy	\$12,325,723
Measure I	\$4,110,105
Auxiliary/Non-Transportation	\$735,200
Capital Funds for Operating Exp	\$5,907,719
Total Operating Revenue	\$58,916,600

Operating Expenditures	
Fixed Route	\$49,509,664
Inland Empire Connection	\$1,407,906
Access	\$7,004,685
Dial-A-Ride	\$647,609
Chino Hills	\$170,629
Colton - Grand Terrace	\$170,873
Special Deviated Fixed Route	\$5,234
Total Operating Expenditures	\$58,916,600

Capital Revenue	
FTA	\$8,626,681
CMAQ	\$620,000
STAF	\$3,159,000
AB2766	\$196,935
Carl Moyer	\$372,273
LTF	\$3,079,862
LTF - Article 3	\$0
Total Capital Revenue	\$16,054,751

Capital Expenditures	
Facilities	\$8,577,025
Revenue Vehicles	\$1,362,207
Service Vehicles	\$347,494
Revenue Equipment	\$4,366,610
Computer Equipment/Software	\$1,077,152
Office Equipment	\$58,185
Shop/Service Equipment	\$266,078
Security	\$390,271
Preventative Maintenance	\$6,994,378
Budgeted within Operating	(\$7,384,649)
Total Capital Expenditures	\$16,054,751

Source: Omnitrans, June 2001

Orange County Transportation Authority OCTD Cashflow - Fiscal Year 2002 through Fiscal Year 2007						
	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007
Beginning Balance	\$ 166,869,201	\$ 155,994,830	\$ 192,546,006	\$ 214,092,589	\$ 221,923,131	\$ 235,224,785
Cash flows from operating activities:						
Sources of Funds:						
Passenger fares	\$ 41,276,758	\$ 42,262,475	\$ 44,720,296	\$ 47,149,799	\$ 53,067,095	\$ 55,107,000
Gas Tax Exchange	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000
Property tax revenue	\$ 6,446,597	\$ 6,704,460	\$ 6,972,639	\$ 7,251,544	\$ 7,541,606	\$ 7,843,270
Charges for services	\$ 91,758	\$ 95,428	\$ 99,245	\$ 103,215	\$ 107,343	\$ 111,637
Bankruptcy proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous revenues	\$ 9,425,227	\$ 35,296,190	\$ 36,772,176	\$ 9,462,549	\$ 11,730,938	\$ 12,932,782
Total sources of funds	\$ 80,240,338	\$ 107,358,554	\$ 111,564,356	\$ 86,967,107	\$ 95,446,982	\$ 98,994,690
Uses of funds:						
Salaries and benefits	\$ 75,805,148	\$ 84,840,996	\$ 92,153,728	\$ 100,772,553	\$ 107,953,974	\$ 114,841,783
Purchased transportation services	\$ 22,453,086	\$ 25,406,868	\$ 31,450,678	\$ 35,298,492	\$ 37,269,788	\$ 39,496,427
Administrative service expense	\$ 24,087,655	\$ 25,224,863	\$ 26,233,857	\$ 27,283,212	\$ 28,374,540	\$ 29,509,522
Professional services	\$ 11,643,438	\$ 12,101,594	\$ 12,595,003	\$ 13,113,486	\$ 13,630,129	\$ 14,145,144
Maintenance, parts and fuel	\$ 14,383,166	\$ 15,429,251	\$ 16,333,010	\$ 17,492,101	\$ 18,611,007	\$ 19,669,701
Other operating expense	\$ 2,712,925	\$ 3,220,847	\$ 3,551,799	\$ 3,799,656	\$ 3,971,653	\$ 4,156,981
General and administrative	\$ 3,391,028	\$ 3,490,555	\$ 3,594,853	\$ 3,707,983	\$ 3,827,973	\$ 3,953,416
Total uses of funds	\$ 154,476,447	\$ 169,714,974	\$ 185,912,929	\$ 201,467,482	\$ 213,639,063	\$ 225,772,973
Net cash used by operations	\$ (74,236,108)	\$ (62,356,419)	\$ (74,348,573)	\$ (114,500,375)	\$ (118,192,081)	\$ (126,778,283)
Cash flows from noncapital financing activities:						
Operating grants	\$ 15,197,139	\$ 16,324,016	\$ 17,028,656	\$ 17,521,493	\$ 18,051,181	\$ 18,609,998
Operating transfers in	\$ 89,368,683	\$ 104,606,954	\$ 110,402,738	\$ 117,740,815	\$ 124,112,149	\$ 133,301,772
Operating transfers out	\$ (16,179,901)	\$ (5,155,396)	\$ (8,530,166)	\$ (13,933,824)	\$ (14,218,015)	\$ (27,271,416)
Net cash provided by noncapital financing activities	\$ 88,385,921	\$ 115,775,574	\$ 118,901,228	\$ 121,328,484	\$ 127,945,314	\$ 124,640,354
Cash flows from capital financing activities:						
Capital Grants	\$ 74,604,700	\$ 32,457,913	\$ 40,111,384	\$ 6,846,178	\$ 17,473,420	\$ 43,519,827
Contribution to Sinking Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Acquisition and construction of capital assets	\$ (102,851,833)	\$ (53,710,631)	\$ (69,341,165)	\$ (12,772,799)	\$ (21,379,730)	\$ (59,529,307)
Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Principal paid on COPS	\$ (3,265,000)	\$ (2,850,000)	\$ (2,395,000)	\$ (2,445,000)	\$ (2,495,000)	\$ (1,235,000)
Interest paid on COPS	\$ (616,638)	\$ (482,983)	\$ (371,936)	\$ (258,148)	\$ (150,603)	\$ (68,220)
Net cash used by capital and related financing activities	\$ (32,128,772)	\$ (24,585,700)	\$ (31,996,718)	\$ (8,629,769)	\$ (6,551,912)	\$ (17,312,699)
Cash flows from investing activities:						
Interest on investments	\$ 7,104,587	\$ 7,717,722	\$ 8,990,645	\$ 9,632,203	\$ 10,100,333	\$ 10,190,517
Net cash provided by investing activities:	\$ 7,104,587	\$ 7,717,722	\$ 8,990,645	\$ 9,632,203	\$ 10,100,333	\$ 10,190,517
Reconcile to Cash Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Cash Balance	\$ 155,994,830	\$ 192,546,006	\$ 214,092,589	\$ 221,923,131	\$ 235,224,785	\$ 225,964,673

**Riverside Transportation Authority
Operating and Capital Budget FY 2003**

Operating Revenues	
Local Transportation Funds	\$23,998
Federal Transportation Administration (Section 5307)	\$1,028
Federal Transportation Administration (Section 5311)	\$515
State Transportation Assistance	\$0
Passenger Fares	\$5,675
Other	\$311
Total	\$31,527
Operating Expenditures	
FY 2002-2003 Operating Assistance (Fixed Route and D-A-R)	\$31,527
Capital Revenues	
Local Transportation Funds	\$852
Federal Transportation Administration (Section 5307)	\$5,185
State Transportation Assistance	\$1,657
Other	\$1,226
Total	\$8,920
Capital Expenditures	
Debt Service for 57 Buses	\$2,140
Purchase 10 Exp DAR van	\$400
Facility improvements at Riverside and Hemet facilities	\$500
Purchase Maintenance Spare Components	\$100
Purchase CNG/Methanol Detectors	\$110
Purchase Bus Stop Amenities & Supplies	\$200
Purchase 10 expansion support vehicles	\$220
Purchase 10 expansion 30-ft buses & 6 expansion 30-ft buses	\$3,100
CNG Fueling Station in riverside (CMAQ)	\$450
Capitalize preventative maintenance	\$1,000
Purchase 5 replacement support vehicles	\$100
Purchase Office Equipment	\$100
Portable CNG Fueling Station	\$500
Total	\$8,920
Grand Total	\$40,447

Source: RTA, June 2002

Simi Valley Transit
Revenue & Expenditures
(In 000's)

FISCAL YEAR	2000-01	2001-02	2002-03	2003-04	2004-05
	Actual	Est. Actual	Budget	TIP	TIP
REVENUES					
Fare Revenue	\$ 409.2	\$ 394.2	\$ 401.4	\$ 405.4	\$ 409.5
Operating Assistance	\$ 1,600.9	\$ 2,987.1	\$ 3,513.8	\$ 4,118.0	\$ 5,189.3
Planning Assistance	\$ -	\$ 57.6	\$ 74.0	\$ 85.8	\$ 99.5
Capital Assistance	\$ 3,084.7	\$ 587.4	\$ 54.0	\$ 2,583.6	\$ 877.0
Total	\$ 5,094.8	\$ 4,026.3	\$ 4,043.2	\$ 7,192.8	\$ 6,575.3
EXPENDITURES					
Personnel	\$ 1,727.2	\$ 1,923.2	\$ 2,236.3	\$ 2,594.1	\$ 3,009.2
Current Expenses	\$ 712.1	\$ 884.3	\$ 1,051.6	\$ 1,240.9	\$ 1,464.2
Reimbursements	\$ 563.9	\$ 631.4	\$ 701.3	\$ 774.2	\$ 1,224.9
Capital Outlay*	\$ 2,091.6	\$ 587.4	\$ 54.0	\$ 2,583.6	\$ 877.0
Total	\$ 5,094.8	\$ 4,026.3	\$ 4,043.2	\$ 7,192.8	\$ 6,575.3

*expand facility FY03-04

Source: Simi Valley Transit - May 2002

**South Coast Area Transit
Operating Budget Summary
July 1, 2002 to June 30, 2003**

	Actual FY 2001	Approved FY 2002	Proposed FY 2003
<u>REVENUES</u>			
Passenger Fares-Fixed Route	2,058,240	2,275,000	2,118,700
Passenger Fares-Paratransit	48,997	54,000	60,000
Interest	84,128	35,000	20,000
Other	31,113	25,000	20,000
Operating Assistance-Local	4,819,939	4,688,800	6,019,592
Operating Assistance-State	56,071	354,500	62,000
Preventive Maintenance-Federal	946,500	1,408,000	1,555,200
Paratransit Assistance-Federal	681,690	638,800	647,048
Planning Assistance - Federal	267,197	330,400	388,560
TOTAL REVENUE	8,993,875	9,809,500	10,891,100

EXPENDITURES

FUNCTIONAL CATEGORIES

Employee Support	5,530,480	5,634,000	6,583,100
Service/Supplies - Operational	2,805,965	3,203,506	3,380,000
Service/Supplies - Support	657,430	971,994	928,000
TOTAL EXPENDITURES	8,993,875	9,809,500	10,891,100

Source: VCTC May 2002

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
OPERATING SUBSIDY ALLOCATION BY COUNTY
(In \$000's)

	Total FY 02-03	LACMTA Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Expenses						
Train Mile Allocation	\$21,676.7	\$12,412.7	\$4,149.3	\$1,656.0	\$2,622.2	\$836.5
Base Allocation	46,868.5	26,451.1	7,765.1	3,551.7	6,105.6	2,995.1
Direct Charge	10,068.6	5,626.4	2,044.4	743.0	1,119.1	535.6
Maintenance-of-Way	20,021.7	11,646.6	4,676.1	213.7	2,335.7	1,149.8
Total Expenses Incl. MOW	\$98,635.5	\$56,136.8	\$18,634.8	\$6,164.3	\$12,182.6	\$5,517.0
Revenues						
Gross Farebox	41,901.0	22,881.0	7,906.3	3,105.8	6,628.2	1,379.7
Other Operating	2,760.0	1,393.4	899.2	28.7	80.8	357.9
Maintenance-of-Way	8,262.3	5,072.2	1,857.9	-	896.2	435.9
Total Revenues	\$52,923.2	\$29,346.6	\$10,663.4	\$3,134.4	\$7,605.3	\$2,173.5
Total County Allocation	\$45,712.3	\$26,790.2	\$7,971.4	\$3,029.9	\$4,577.3	\$3,343.4
FY 2001-02 Budget	43,896.1	26,334.0	6,878.0	2,695.1	4,895.5	3,093.5
Increase/(Decrease)	1,816.2	456.2	1,093.4	334.7	(318.1)	250.0
Percentage Change	4.1%	1.7%	15.9%	12.4%	(6.5%)	8.1%

TRAIN MILE EXPENSES

Train Operations (Non-Dispatching) Fuel

BASE ALLOCATION EXPENSES

Equipment Maintenance	Passenger Relations
Non-Scheduled Rolling Stock Repairs	Marketing
Operating Facilities Maintenance	Media & External Communications
Other Operating Train Services	Utilities/Leases
Security - Sheriffs & Guards	Station Maintenance
Public Safety Program	Staff Costs (Excluding Ambassador Labor)
Holiday Train	Professional Services
TVM Maintenance/Revenue Collection Insurance	
Stations & Information Services	

DIRECT CHARGE EXPENSES

Dispatching	Transfers to Other Operators
Rail Agreements	Ambassador Labor (Included under Staff Salaries)